

AUGUST 2018

The **National** *Falcon* News

MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



“Mugsy”
1962 Falcon Futura
Keith Davidson
Golden, Colorado

ON THE COVER

Keith Davidson (FCA #14156) of Golden, Colorado 1962 Falcon Futura.

Keith is building a new race car. His new project is a 1962 Falcon Futura named "Mugsy." Mugsy will be built as a modern version of a race car constructed by Holman-Moody called "Challenger." Read about Mugsy on page 8 and Challenger on page 14.

CALENDAR OF EVENTS

AUGUST 17-18, 2018

NORTHEAST 20TH ANNUAL REGIONAL WARWICK, RHODE ISLAND

Hosted by Northeast Chapter; use form on wrap to register.

AUGUST 25, 2018

COLUMBIA RIVER FALCON MINI-REGIONAL RIDGEFIELD, WASHINGTON

Hosted by Columbia River Falcon Club.

Contact Allen Shade, 360-609-8927 for more information

AUGUST 31-SEPTEMBER 1, 2018

CAROLINAS REGIONAL KANNAPOLIS, NORTH CAROLINA

Hosted by Carolinas Chapter; use form on wrap to register.

JULY 2019

FCA NATIONAL MEET WINTER PARK, COLORADO

Hosted by Mile Hi Chapter

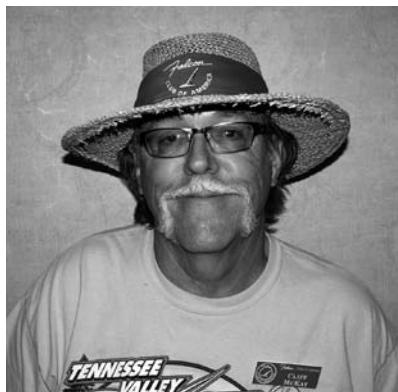
To be included in our Calendar of Events and listed on our website, be sure and send your upcoming FCA event information to fca.editor@yahoo.com and admin@falconclub.com.

IN THIS ISSUE

- 3 President's Message
By Cliff McKay
- 4 2018 Texas Regional
- 6 Classified Advertising
- 8 "Mugsy"—The MODERN Version of Holman-Moody's "Challenger"
By Ronnie Crawford
- 10 Pacific Region Mini-Regional
- 14 The Falcon Challenger
By Alex Walordy
- 19 How to: Determine the Rear Axle Ratio
- 20 Generators/Alternators/Regulators and Upgrades
By Dick Harrington
- 22 FCA Officers
- 26 Chapters by Region
- 28 Kansas Centennial Falcon
- 29 2018 Texas Regional Cars
- 30 FCA Members' Advertising
- 31 How to Advertise/Advertisers Index

The
National Falcon News
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be emailed to fca.editor@yahoo.com or mailed to Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015.



Cliff McKay
FCA President

I would like to thank and congratulate the Wheat State Chapter for hosting the 39th National Convention of our Falcon Club of America in the very interesting and scenic Wichita, Kansas plains area. This heartfelt "Thank You" goes out to all their team members and all the volunteers who helped produce the event. Of course many of our other chapters made their donations as usual to support this great event as well.

In addition, I want to thank all of our membership for supporting National and Regional events with their attendance. I really enjoyed meeting and visiting with as many members as possible—both new and old. Remember to watch for full National Meet coverage this December in your *National Falcon News*.

Next year we will be heading to the Winter Park, Colorado area for our National Meet! You will want to start planning ahead for making the trek. If you had to miss this year, hopefully you'll be able to join us in those Shining Rocky Mountains. Don't forget your sun gear as we'll be at a higher elevation than usual.

Summer is by far the best time of the year for our local chapters to actively be on the lookout for new Falcons and therefore prospective new members. Be sure to invite the folks you meet to join in your local events with our great Ford Falcon cars, Rancheros, and vans. Good fellowship is hard to beat and it's also a great recruiting tool. Also, taking your kids, grandkids or even the neighbor's kids to a local car shows helps encourage future interest in our collectible Falcons.

"I want to thank all of our membership for supporting National and Regional events with their attendance. I really enjoyed meeting and visiting with as many members as possible—both new and old."

FCA continues to encourage our membership to assist others who are interested in restoring or acquiring any type of Falcon vehicle of their own. It never hurts to spread the word on our great club and the incredible resources that are available to new members.

Our great FCA website continues to be updated and approved. It is easy to join or renew your membership now through the web, plus as many like to do by using Paypal. Our website has been updated for you to be able to register for next year's 40th FCA National; you may use Paypal if you wish to for payment.

Don't forget to make plans to attend one or all of the FCA Regional Meets scheduled for this coming fall: August 17–18 in Warwick, Rhode Island and August 31 to September 1 in Kannapolis, North Carolina. I am sorry if I missed any others.

Take care of one another and remember that each day is indeed a "Gift" to be enjoyed and shared with others! May God Bless. Hope your Summer 2018 has been fun and enjoyable for your entire family. Enjoy taking those birds out flyin' safely down America's highways every chance you get. Myself, I can hardly wait for the fall of 2018 and the upcoming great car shows in my area.

—Cliff McKay (FCA #7987)
Peck, Kansas



2018 Texas Regional

The Capital City Chapter celebrated its 25th anniversary by putting on the 2018 Texas Regional. The car show was in Round Rock just north of Austin. The Regional was voted on by the chapter membership at the August club meeting last year, and with the help of the club members, it was brought to a successful fruition on the weekend of April 13–14, 2018. The theme for the Regional would be to honor two long time members of the Capital City Chapter that passed away in 2016—Dennis Lebo and Louis Knipstein. Louis built the Ranchero and Dennis's family are the current owners

of the car that was featured on the show's logo. The Ranchero was also present at the show.

There were over sixty-five Falcons on the show field Saturday morning. Every year of U.S. Falcon production was represented with cars from eleven states in addition to cars from across Texas! The longest distance driven in a Falcon was presented to Steve and Jan Hobart who drove their 1964 Ranchero from California. A special shout out goes to Chuck and Carolyn Beason who drove their 1965 Sprint from Florida.



Ed Pettit's super clean 1964 Futura Hardtop's engine compartment—Winner of Best Modified.



Nick and Linda King's 1963 Sprint, 1963 Futura, and vintage travel trailer.

It was a fun weekend of catching up with old friends and making new friendships. Nick Crumpton led a fun cruise Friday morning on some quiet Texas Hill Country roads which was not easy to do considering how much the area has grown over recent years. There were raffles of some very nice donated gifts, and door prizes that were expressly provided for the ladies – not the usual car stuff! There were three “tech sessions” presented on Friday afternoon. Presenters Alan Cohnen, Steve Springer and Arthur Browne shared their knowledge on C4 transmissions, six-cylinder performance options, and air conditioning respectively.



Tricia Skiles' beautiful and flawless restoration

Saturday morning had everyone busily washing their cars after a Friday night storm. Awards, which were hand made by Capital City Chapter member John Hagler from select walnut cut in the shape of Texas, were given to the top 25 Falcons, as voted on by fellow Falcon owners, and three awards were given for the top non-Falcon Fords that were registered.



Tammy Pope's 1960 Falcon exemplified the charm that made these cars so popular.



Linda Lebo's was just one example of the many nice Rancheros in attendance.

Two special awards were also included, the families of Dennis Lebo and Louis Knipstein were asked to select a Falcon that they thought would receive additional notice and attention by Dennis and Louis. Dennis's family selected Steve and Jan Hobart's 1964 Deluxe Ranchero. Louis's family selected the 1963 Futura and vintage travel trailer of Nick and Linda King. Ed Pettit's beautiful red 1964 Futura Hardtop won the best modified award, Tricia Skiles' impeccable and freshly restored 1965 Futura Convertible deservedly won Ladies' Choice, and Tammy Pope's 1960 two-door won Best Stock. These and most of the other cars can be seen on pages 29 and 32 or at www.capitalcityfalcons.com in the photo gallery.

Special thanks will need to go to Carol Springer for keeping everybody fed during the two-day event and putting on a very lively Bunco party Friday afternoon. We thank Liz and Michael Alvord as well as Wally and Linda Niemann for overseeing the prizes, raffles, and on-site registration. DJ music was provided at the show by Richard Binckley to everyone's enjoyment. Everyone in the club and others within the Southwest Region helped make this year's Texas Regional a big success. And, none of it would have been possible without the financial support of our sponsors with a special thanks to Champion Falcon and Jeff and Mary Schira.

– Event coordinated by
Russell Welty (FCA #7601), Wimberley, Texas

Article by Kevin Bice (FCA #16083), Austin, Texas

Photos by Leonid Furmansky and
Malcom Mills (FCA #15957), Austin, Texas

More photos on pages 29 and back cover

FALCONS FOR SALE

Two-door 1961 Ford Falcon. I've loved it, restored it, pampered it and now find myself unable to take it the places my wife and I used to go. The car is powered with a 302 V8 engine with a C-4 automatic. The front end has been completely replaced with an independent front suspension. It rides on 15 inch tires with steel powder coated red wheels and baby moon caps, bucket seats, low car shifter, Champion aluminum radiator, positraction rear end, new heater core, Dolphin gauges, LED lighting, i-pod radio, and more. Asking \$14,300, but will listen to any reasonable offer. I have pictures if interested. Contact Archie at 350@frontier.com. Huntington, WV. 180812



1963 Falcon Futura convertible, red car with new black top, bucket seats good, six cylinder, 200 ci with rebuilt four speed U joints brakes wheel bearings gas tank, radiator, A/C, water pump, carpet, tires all new and more. Exhaust duels. John, 910-399-3144 or 201-757-6583. Drive it home, \$12,000 OBO. NC. 180704



AND...a 1963 Falcon Futura convertible, red car with black top, very good bucket seats, good four speed, new clutch. Six cylinder 200 ci with rebuilt U joints, wheel bearings, brakes, gas tank, radiator and A/C, water pump, fuel pump, distributor, carpet and more. John, 910-399-3144 or 201-757-6583. \$12,000. NC. 180704



1963 Ford Falcon Deluxe Station Wagon. Recently refreshed It was a "barn" find in 2016 after having been stored since around 1984. The barn was actually a climate control garage resulting in a very solid 55 year-old Falcon. The odometer shows 93,000 miles. The original 170 cu. in. six-cylinder engine was seized and the transmission was not able to be repaired. Engine was replaced with a period correct rebuilt 200 cu. in. six-cylinder. Additional new items under the hood include carburetor, starter and solenoid, water pump, battery and cables, engine ground strap, distributor cap, rotor, points and condenser, spark plugs and wires, radiator and hoses, windshield washer bag, horns and horn relay. All gaskets, filters and fluids were replaced. A rebuilt three-speed manual transmission was fitted complete with turned flywheel and clutch kit. While the engine was out, the engine bay was cleaned, painted and detailed. A new fuel tank and fuel pump were installed and new fuel lines were fabricated. A new muffler and tailpipe were added. Brake work included new master cylinder, wheel cylinders, brake shoes, and wheel bearings. Brake drums were turned, and new brake lines were fabricated. New radial tires were added on the blasted, primed and painted original wheels. All of the glass is in excellent condition. The windshield was resealed and new wipers, chrome bezels and mounting nuts were added. The exterior paint is original except for the front fenders which were blasted, primed and painted in original lacquer and new headlights were added. The interior is original and only required cleaning. The car is currently registered and has a clean New Hampshire title in the owner's name. \$14,000. Contact Bob at rkp5555@yahoo.com for additional information or call or text 603-566-7389. 180803

1963 Falcon Futura convertible. 170 ci automatic, complete new fuel system, new top by previous owner, new battery—otherwise all original. Rangoon Red with black top. Wisconsin car by way of North Carolina and Florida owners. Drives great. Garage kept. 106K miles. Asking \$12,500. Contact G. Lindsey at 262-483-4165. WI. 180820



1963 1/2 Ford Falcon Futura convertible, restored inside and out to factory specs. Corinthian white with red interior and black rag top, bucket seats, original rebuilt six cylinder and four speed on floor (rare combo). Runs and drives great. \$27,000. Call Doug, 573-380-1880. MO. 180508



1964 Futura Convertible, Rangoon Red, black top/interior, 289 V8, three speed, automatic. Rebuilt C4 transmission. New radiator, new brakes, new wheels/tires. Partial restoration. Runs/looks good. Dash panels beautifully restored by Norm at "Shine on Me." Have \$20,000+ into it. Asking \$12,500. John Z at z@gsgr.com 262-492-0515. WI. 180804

1965 Futura Convertible, 200/C-4, older restoration, but looks good; Rangoon Red paint, with black interior, lots of recent mechanical work and great cruiser; \$12,995; 1965 Ranchero, 302/three speed; great body, needs driver's floor, good running 302 included, \$3,500. 1964 Futura convertible, 200/C-4, good runner, mechanically sound, Guardsman Blue, looks good with new driver quality paint, needs interior, \$9,995. 1964 Futura Hardtop, 260/three speed, but we have a T-10 or Toploader for it, with the blank column, mount and floor cover, needs total restoration but will look great with OEM red paint and black interior; price with transmission conversion: \$3,995. 1963 four door Deluxe, 170/three speed, OEM A/C, runs good, but has been sitting, floor rust, but complete, \$1,995. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964. CO. 180723



1965 Falcon Futura station wagon, black with red trim. Good glass, tires, chrome trim, 351 Windsor engine, hyd. roller cam. New short block, aluminum heads, C4 transmission, nine-inch Ford 350 TruTrac gears, gear vendors overdrive, all gauges. Runs great, very strong, drive anywhere. Call for more details, 503-429-7105. Leon Torgerson, Vernonia, OR. 180733



1970 1/2 Falcon. 429 stroked to 501. Engine was professionally built near 600hp/600ft. lbs. when run three times on an engine dyno. Edlebrock heads and intake, MSD Atomic EFI, FPA ceramic coated headers, dual exhaust, professionally built C6, -6AN fuel/-10AN heater lines, lightweight balanced driveshaft with hoop, 35 spline Strange axles, 3.50:1 gears, Ncase, Detroit Locker, custom built frame connectors and traction bars with gussets, 26 gallon aluminum fuel tank, battery in trunk. Seats redone in original Falcon fabric, new headliner, window post trim (not installed), new audio system, USB, hood tach, custom painted GT scoop (How to article was in Fairlaner). Original paint and dash pad with some tears, dents and dings, newer tires 275/60x15 rear, 225/60x15 front, polished five-spoke wheels. Lots more available upon request. \$29,000 OBO. Contact Jim at jwreese@tranquility.net, 573-864-3153. MO. 180805

—Continued on page 10

Race to the Clouds

A two-part series by Ronnie Crawford



Mugsy, with Walt on left and Chip Hane, the builders of The Mighty and Mugsy.

“Mugsy”—The MODERN Version of Holman and Moody’s 1962 “Challenger”

FCA member, Keith Davidson (FCA #14156), two-time Pikes Peak Hill Climb champion in the vintage division and driver of 1963 Falcon Sprint, the “Mighty,” is building a new race car. Keith’s new project is a 1962 Falcon Futura named “Mugsy.” Mugsy will be built as a modern version of a race car constructed by Holman-Moody, Ford’s NASCAR enterprise. In late 1961 Ford decided to race in international sports car competition. They now had the perfect combination, the compact Falcon and the new lightweight, 221 cubic inch Fairlane engine. They put the two together and called the car “Challenger.”

International sports car competition had traditionally been ruled by exotic foreign competitors including Ferrari 250 GT, Porsche, Maserati, Jaguar, Lotus, Alpha, Austin Healy, Fiat, and MGA. This was a big step for Ford, and Holman-Moody were just the people to build this new car. H-M, as Ford’s NASCAR

builders, were quite familiar and eager to take on a new challenge, marry a unibody car with the new small block engine. The Challenger was designed specifically to participate in International Competition under the rules of Challenge Mondial. It is a hot rodders delight and H-M tackled the project with a no-holds-barred approach. They built an under four liter, 4000 cc engine, to fit well in a class that they targeted. The 221 engine was a perfect fit for class C/M13 (C-modified four liter max). It was bored out slightly to 243 cubic inches, 3990 ccs, while using the stock 2.87 stroke. The Corvette’s competition would also take on another form in 1962—the COBRA.

H-M driver Marvin Panch won NASCAR’s Daytona 500 the previous year. Panch was paired with co-driver Jocko Maggiacomo to drive the Challenger at the World Endurance Trophy Challenge, aka the 11th Annual 12 Hours of Sebring, on March 16,

1962. Challenger finished second in class and 36th overall, out of 65 entrants. First place in C/M13 was Jim Hall with his famous Chaparral. The Corvette, Chaparral, and the Challenger were the only American entries. Challenger was clocked at 135 miles per hour on the straightaway, all of this with a 4:11 rear gear. What kind of RPMs is that?! Imagine 12 hours of this cornering and straightaway pace. Notable Sebring drivers were Phil Hill, Bruce McLaren, Roger Penske, Dan Gurney, Briggs Cunningham, Don Yenko, Mark Donahue, Ken Miles, Steve McQueen and Sterling Moss. The Challenger was in good company with the best cars and drivers in the world.

Challenger was the prototype for the 1963 Falcon Sprint, 1963 289 HiPo Fairlane, and the 1964½ V8 Mustang. This experimental car with the new Fairlane engine ushered in a new era in American racing, and that changed everything. In 1963 Ford sent three H-M built Falcon Sprints to the famous Monte Carlo Rallye.



The Ford small block had come of age in world class racing. This is all due to the '62 Falcon Challenger prototype.

In researching the Challenger, Keith realized that today's vintage racing organizations would classify a 1962 Falcon with V8 engine as a production sedan or A-Sedan competing with early V8 powered pony cars including Dodge Darts, Plymouth Barracudas, Mustangs, 1964 Falcons, Camaros, and Cougars through 1967. These cars are limited to 289 cubic inches for Ford, 273 ci for Plymouth and Dodge, and 302 ci for Chevy. Otherwise, a modern-day Challenger experimental race car would be classified as a Sports-racer along with Chaparrals 1962 through 1967 and a host of exotic and very fast cars. Keith has wisely chosen to prepare the car to the A-Sedan rules to put a lid on project cost.

The Falcon Challenger borrowed widely from other cars in the Ford line, mainly the high performance '62 Galaxie. A 1960 Ford Holley high performance carburetor was used. The cast iron exhaust manifolds were turned around to face forward. The manifold branches now faced forward and are much better aligned with the exhaust port in the head for increased flow. Cooling was done through a large aluminum cross-flow radiator with an aluminum expansion tank. The valve train was completely reworked using larger valves and stronger valve strings, hollow solid lifters, and a hot cam.

Mugsy will race with a 289 ci engine based on a Ford BOSS four-bolt main iron block. This bore/stroke combination will keep the cubic inches slightly under five liters, per class rules. A 1965 COBRA aluminum intake manifold will be used topped with a Holley 600 cfm

—Continued on page 12

—Continued from page 7

1965 Sprint \$1,500; 1964 Futura H/T bare body in primer on rolling chassis including many interior and exterior parts \$4,800; 1964 Sprint Convertible, \$1,000; 1964 Futura H/T with Comet dash and 302 V8 three speed, \$1000. JL Branson, 4097 Hwy T, Marthasville, MO 63357 phone 636-357-8522 cell or email jlwbranson@mail.win.org. 180825

FALCONS WANTED

Looking for a 1963 Super Deluxe Squire Wagon, body number 71D, in good driving condition. See photo on page 20 of this issue. The ideal car would have a V8 and manual transmission. Call or email John at 408-628-7397 or jlissandrello@msn.com. CA. 180511

PARTS FOR SALE

1965–65 tail lights with backup lights, also without. Chrome for 1964–65 Falcons, doors, fenders, hoods, trunk lids, rear curved glass for station wagon, fan blades, pulleys, inner and outer windshield chrome for Futuras and Sprints. Vent windows with chrome for 1963–64–65. 1965 Mercury Caliente grille. I also have a four-door

1964 Mercury Comet with six cylinder 210. Nice body, bumpers, grille, tail lights, air conditioner. \$1,500 OBO. Bob, 806-683-3550. TX. 180817

Dagenham four-speed transmission. Was used in a 1964 Falcon Futura with 170 six cylinder engine, \$450. Contact Jerry Bushnell at bushnelljl@gmail.com or 865-207-7189. TN. 180800

1960–61 NOS rear bumper with FoMoCo wrapper. New condition, except minor bug dropping damage on extreme left side of bumper, \$350. 1960 NOS hub caps, black letters, in original boxes (one opened for inspection), \$300. 1960 NOS door handles, in original boxes, \$250 for set of four. Contact Frederick Miller, 724-352-5831 or fcmiller@consolidated.net. PA. 180808

Parting 1960–65 Falcons. Good sheet metal, lots of trim, mechanical parts, etc. Steve 360-430-0143. WA. 180818

Four P205/75R14 tires, new, on American Racing aluminum wheels, four-lug, 4.5" bolt pattern (from our 1963 Futura), \$400 complete. Pick up only. Photos

PACIFIC REGION MINI-REGIONAL

The Columbia River Falcon Chapter is hosting a mini-regional in Ridgefield, Washington. The mini-regional will be from 10:00 AM to 3:00 PM on Saturday, August 25, 2018 at ilani Casino Resort, 1 Cowlitz Way, Ridgefield, WA (I-5 Exit #16). Follow the signs into the VIP parking area. No registration fees, no judging, no trophies, just a fun day with Falcon friends. Register the day of the event. Contact Columbia River Falcon Chapter President Allen Shade, 360-609-8927 for more information.

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available upon request. Please contact Hank Augustyn, 810-357-2693, autoslim@hotmail.com. MI. 180714

Parts for 1961 Falcon with standard shift transmission: clutch housing, good starter, bolt holes flywheel with good starter, ring gear driveshaft with good "U" joints, used clutch disc, pressure plate, good used front hubs, brake drums, 13" wheels, four and five lug with P185-80R-13 tires. Call Hugh Blackstock, 770-536-4155. GA. 180706

1964 C4 five-bolt bellhousing 289 block standard bore with .003 taper, Magnafluxed and "baked," \$400. 1965 289 ready to run C5AE block .040 over, flat-top pistons, parallel decked .012 deck height, Erson 351 cam, GT40 heads, Scorpion roller rockers with front cover, pan, oil pump, dampener. \$2,500. Contact Mike at msgarrett35@Reagan.com or 301-803-0433. MD. 180619

1) 1964 Falcon grille and doors. Restored to near perfect condition, \$750. 2) 1964 Falcon headlight doors. Polished, VGC, \$100. 3) 1964-65 Ranchero/wagon gas cap. VGC, \$250. 4) One pair 1960-65 Sedan Delivery panel strips, very hard to find. VGC, \$750. 5) 1960-65 wagon rear side panel, \$150. 6) One pair 1965 Sprint fender badges, new, \$350. 7) Set of four American Racing aluminum center caps, \$100. 8) 1964-65 Ranchero/wagon tailgate inner/outer shell, VGC, \$450. 9) Rebuilt Autolite-Holley carburetors. 10) 1960-65 wagon spare tire cover, \$100. 11) 1960-65 Ranchero/wagon gas tank straps, \$35. 12) NOS 1964-65 door edge guards, \$50. 13) Two NOS 1965 Ford Galaxy back up light kits, \$150 each. 13) Two NOS 1965 Fairlane backup light kits, \$150 each. 14) 1963-65 convertible inside top latches, needs to be chromed, \$50 per pr. Contact 704-502-9341 EST, toddhathcock63@gmail.com. 180820

NOS: 1960 grille, \$195, 1961 grille, \$295; 1961 headlight doors, two lefts, \$95 each, 1960 deluxe wheelcovers, 13 inch, \$195 set of four, 1962-63 Deluxe-Squire wheelcovers, 13 inch, \$195 set of 4. Also good used 1962-63 Deluxe Squire wheelcovers, \$40-100 per set based on condition. 1962-63 Squire wood grained gas cap, in the box, one left, \$250. 1962-63 stainless gas cap for a Squire wagon NOS, \$195; New 1965 hardtop bucket seat upholstery, Palomino, front and rear seats; \$300 for the set. Nice

—Continued on page 23

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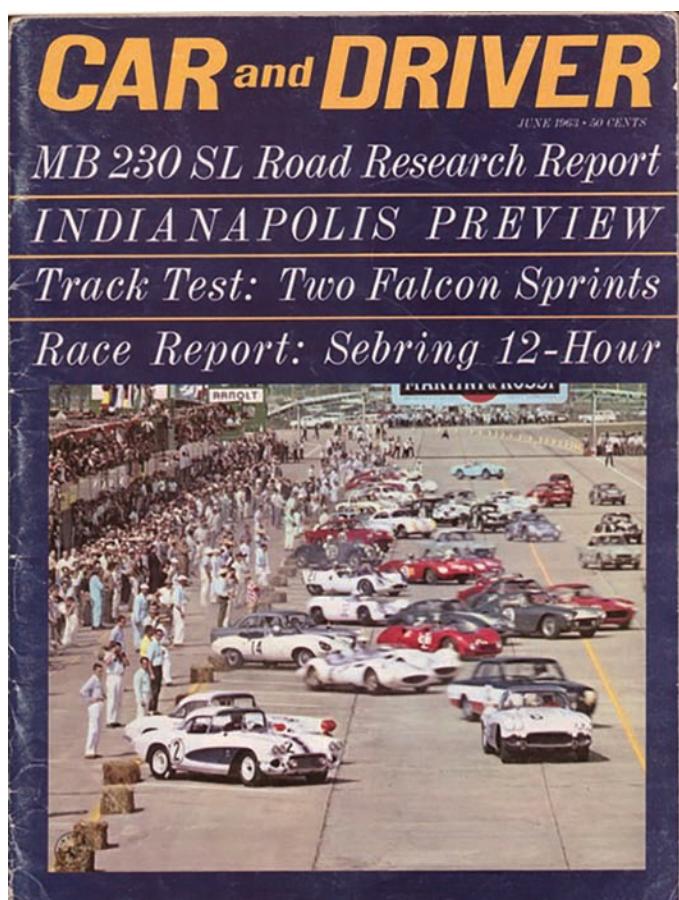
“Mugsy”—The MODERN Version of Holman and Moody’s 1962 “Challenger”

(Continued from page 9)

carburetor. Flow will be directed into FORD heads with larger valves and stronger springs. At this point a flat tappet full race cam will be used with roller rocker arms.

Challenger’s body was lightened with use of aluminum panels on the doors, hood, and trunk. Other body mods included removal of all chrome and door handles, except the F.U.T.U.R.A. letters from the rear sail panel. The front and rear bumpers gave way to aluminum rolled pans. The grille opening was narrowed and plexiglass windows installed. H-M did all of this for a weight savings and aero advantage.

Mugsy will undergo rotisserie sandblasting, stitch-seam welding, installation of chrome-moly safety cage, mini-tubs, and a host of other Evergreen Performance Systems (EPS) tricks learned from Walt and Chip Hane in the building of The Mighty. Keith is a stickler for a stock-looking body. Witness the Mighty. It’s hard to tell that any of the panels were massaged for tire clearance.



CAR and DRIVER
JUNE 1963 • 50 CENTS

MB 230 SL Road Research Report

INDIANAPOLIS PREVIEW

Track Test: Two Falcon Sprints

Race Report: Sebring 12-Hour

The Challenger was fourth on the grid, just behind the Corvettes at the Sebring 12-hour Race.



Challenger received a completely revamped '62 Ford front suspension with reinforced upper and lower control arms mated to '57 Lincoln spindles and tie rod ends. Heavy duty springs were used front and rear with Gabriel Adjustomatic shocks. Circuit road races can be won on braking performance, just as much as acceleration. Challenger used ceramic coated '62 Ford brakes, 11x3 inch on the front and 11x2½ on the rear. Rear brakes were mounted on a narrowed '62 Ford nine-inch axle housing using two "short side" 1957 Ford axles. 15-inch reinforced NASCAR rims were used sporting Goodyear Sports Car Special tires.

Mugsy has the EPS racing suspension, a la Mustang GT350 R-model race components, as used on The Mighty. Reinforced control arms and shock towers keep the front end tight, a heavy duty sway bar, front springs and Koni shocks minimize body roll. 11- inch discs are installed upfront. The rear suspension includes panhard bar, narrowed nine-inch Galaxie axle housing with 4:11 gears and Moser axles. Koni shocks along with 10x2½ inch drum brakes round out the rear. Goodyear Blue Streak Sports Car Specials 7.00 rear and 6.00 front, will be run on eight-inch wide reinforced steel 15-inch rims. An export brace and



Ronnie and Keith hanging out and talking race cars.

Monte Carlo bar will be used up top with a removable frame brace under the oil pan.

An interesting thing that Ford did was, they used their upscale models to race. A '62 Futura was used for Challenger and Sprints were used at the Monte Carlo Rallye. They were very image conscious and had a zeal to win. For Challenger, H-M used the original Futura bucket seats, door panels, and padded dash. A Sun tach, oil temp, water temp, and oil pressure gauges completed the interior. The Challenger was strengthened for this type of racing with a full NASCAR roll cage and because of the unibody construction, much more strengthening was used. Holman-Moody completed the Challenger in less than three weeks, a remarkable feat.

Mugsy will differ from "The Mighty" in that it will be a pure race car, not the Gold Medallion (period correct) car that is The Mighty. The Mighty and Mugsy are both named after two of Keith's favorite Saturday morning cartoon characters from his youth. Keith intends



to honor Challenger and Holman-Moody with a red-white-and blue paint scheme similar to the first Falcon to participate in FIA sports-car endurance racing. Keith will race at major U.S. tracks including Laguna Seca, Mid Ohio, Road America, and Lime Rock.

Challenger was the beginning of the pony car era and was pure Americana, built by Ford's racing arm by race car builders and hot rodders and started a new form of American racing, FIA endurance sedan racing which soon became SCCA's trans-am series.

—Ronnie Crawford (FCA #4790), Denver, Colorado
and Keith Davidson (FCA #14156), Golden, Colorado

This article is dedicated to the late Walt Hane for all his knowledge and expertise on "The Mighty" and "Mugsy." He taught so many so much.

An accompanying article and additional photos on Holman-Moody's "Challenger" begins on page 14.



Mugsy's upgrades include dual new master cylinder with brake bias adjuster, Ford 11-inch disc brakes, and a Galaxie axle housing.



Stock car specialists Holman and Moody have come up with a Ford-based winner.

THE FALCON CHALLENGER

ALL-AMERICAN ENDURANCE RACER

BY ALEX WALORDY

Car is fitted with much-modified 243 cu. in. Fairlane V8, four-speed box, interesting and novel new suspension wrinkles

THE LONG STANDING dream of an all-American car going out after some of the foreign racing machinery with some element of success has been carried by many. Briggs Cunningham came pretty close to winning the 24-hour Le Mans race; Corvettes have been at it hot and heavy, and Lance Reventlow and his Scarabs gave good battle. However, most of these efforts have been made with fairly exotic machinery. Now a pair of enterprising gents from Charlotte, North Carolina, have taken on the challenge and, appropriately enough, come up with a car named the Falcon Challenger.

While based on a Falcon body, it borrows widely from other parts of the Ford family and certainly has enough modifications to make it a hot rodder's delight. To begin at the beginning, the Challenger was built in record time—just under three weeks—by Holman and Moody, two Ford specialists who keep the Ford name well up in the winner's circle in stock car racing and build quite a few 406-based dragster engines. Since Holman and Moody have not just a speed shop but a young factory at their disposal (with a group of crackerjack mechanics to man the machinery), they tackled the project no-holds-barred.

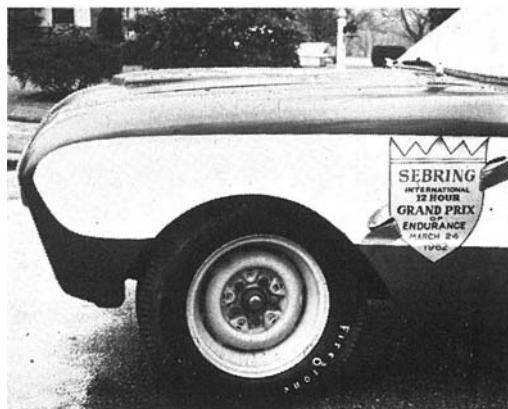
The car was designed specifically to participate in international competition under the rulings of the Challenge Mondial de Vitesse et d'Endurance (world challenge of speed and endurance). So far four important races have been scheduled which award points counting toward the championship; the Sebring 12-hour in Florida; the Targa Florio in Italy, the Nuremberg in Germany and France's Le Mans. These are among the toughest international endurance races and just placing well in class would do the car credit (it has already placed Second in Class at Sebring).

The formula for which the car is designed specifies an engine under four liters displacement, which accounts for the odd 243.49 cubic inch mill having a 3.675-by-2.870 bore and stroke carved from a 221 Fairlane block. Even so, the Challenger reached 135 mph down the chute at Sebring, trimming some Corvette 327s in the process. Actually, set up for normal use, the car could have readily been fitted with the new 260 cubic inch engine. While the Challenger ran into some engine grief due to an experimental valve train oiling setup, it produced such nice handling and lap times that Holman and Moody are currently building three more like it.

The modifications in question are interesting, not only as a matter of record but because they can be applied to your own Falcon with telling results. Installing a V8 with stick shift, reinforcing the body for hard driving, modifying the front and rear suspensions, adding a heavy duty rear axle...the list is almost endless. We'll just tell you what was done and let you pick out the best modifications for your own car.

The mill picked by Holman and Moody was a logical choice since it is light in weight and quite compact. In fact, its installation can be completed without cutting the spring towers or making any major changes to other than the motor mounts. Even these do not pose much of a problem since on the Fairlane, the 221 V8 and Six are used interchangeably. Our only regret is that Ford has not yet released the 221 in the Falcon as a factory option...but we look for the move in the not-to-distant future.

Coupling the 221 to a four-speed stick shift is no problem since one is available as



Reinforced upper and lower control arms, Lincoln spindles, heavy duty springs and shocks hide behind widened 15-inch wheels. Door, trunk, hood panels were refitted with aluminum to save weight. Roll pans replaced bumpers.

John Holman, left in photo below, discusses strategy before start of the Sebring 12-hour Race.



an option in both Fairlanes and Merc Meteors. However, in view of the Challenger's light weight and power surplus, close ratio gears were fitted to this sturdy Borg Warner box. They are readily available from-you-know-what cars. Since the H-M version of the engine is redlined at 6,200 rpm and probably pushed well beyond it in fast downshifts, some precautions were taken in the clutch department. The pressure plate is a beefy Long unit without bob weights, as used in '57. Lack of bob weights allows easy shifts at high rpm, but does impose a high spring pressure penalty. Just to avoid mishaps, the pressure plate is made of cast steel rather than cast iron, and the clutch plate is fitted with high burst strength facings. The drive to the

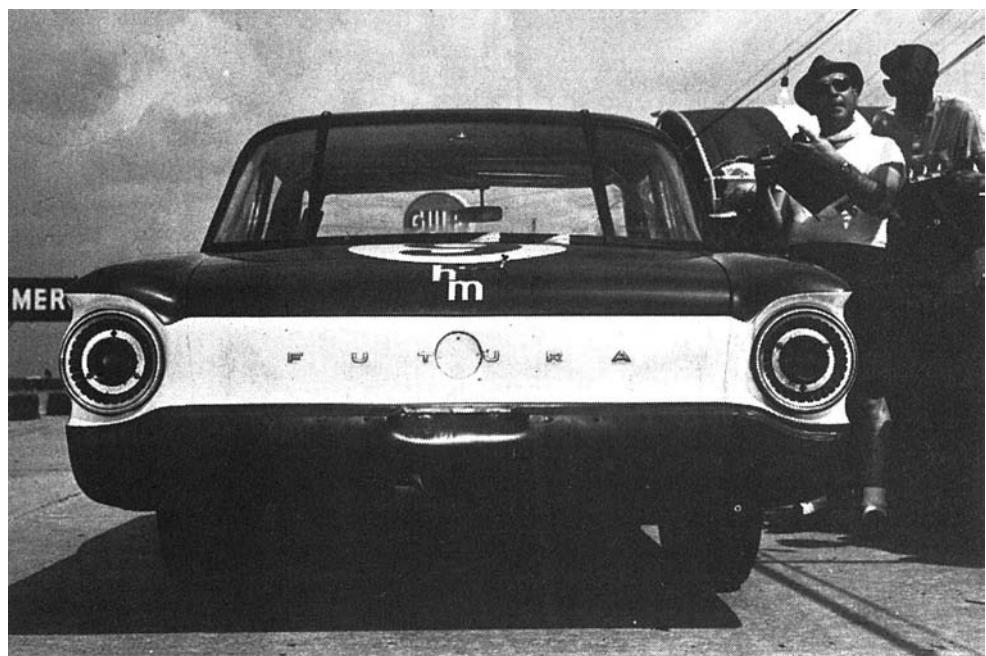
converted '62 Ford 4.11 rear is through a three-inch driveshaft guaranteed not to whip or vibrate despite sustained high revs.

One immediately apparent engine modification is that the exhaust manifolds have been turned around so that the outlets face forward. While at first glance this seems to just lengthen the exhaust path, there are several advantages including a husky horsepower gain. This move eases the exhaust pipe routing, avoiding a crowded area around the steering and clutch linkage. Dual three-inch exhaust pipes offer very little restriction and have a common outlet ahead of the right rear wheel. Most important is the fact that the exhaust manifold branches now face upward and are much better aligned with the path of the ports than the stock setup where exhaust gases make a sharp 180-degree turn, running up the port then going back down through the exhaust manifold branches.

—Continued on page 16

CHALLENGER

Because Falcon is of all-unit construction, roll bars are fitted with support plates at anchor points on the floor pan rails. Special instruments on dash include tach and oil pressure gauge nearest driver. Fuel gauge can be switched for either tank. Water and oil temperature gauges are necessary in racing.



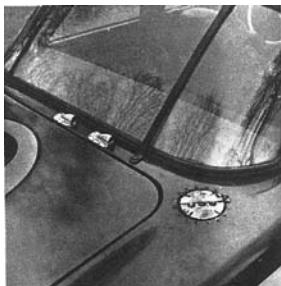
Among cooling system features are a cross flow aluminum radiator and a shiny aluminum expansion tank. The advantages are a saving in weight as well as increased cooling efficiency. In a more conventional system the top radiator tank functions as the expansion tank. When the coolant expands after a temperature rise, it fills the air space in the radiator and overflow, if any, is lost through the pressure relief valve down the drain pipe. Also, since the air pocket is directly in the path of returning coolant, a considerable amount of air is constantly entrapped in the circuit, which cuts down on cooling and pump efficiency. On the other hand, by using the expansion tank, coolant losses are virtually eliminated and, since the air pocket is in a quiescent zone where it is not affected by coolant returning from the block, aeration is eliminated.

Hiding under a king-sized air cleaner is a four-barrel carburetor borrowed from a '60 Ford High Performance engine. Since the Fairlane manifold is available only in a two-barrel model, this required quite a bit of cobbling. Exhaust and intake experiments were carried out which included many hours of engine dyno and road testing. The results were so promising that Holman and Moody are now working on tubular headers and aluminum four-barrel manifolds which may have been released by the time you read this article.

Peering deeper into the block, you'll find increased bore and solid skirt pistons, plus some remarkably careful preparation work which may not make good copy, but helps keep an engine together and can account for a number of "found" horses. For instance, the top decks of the block were faced-off, before boring, to make them absolutely parallel with the crankshaft. Thus the cylinders were better aligned and cylinder head gasket sealing was improved.

All clearances were checked with mikes and dial indicators to bring the block to ideal standards for competition work. Combustion chamber volumes were equalized and each move double-checked. Adding a 260 V8 crank damper assembly improved to rpm capabilities of the 221 crank.

The valve train was completely reworked from larger valves and springs down to solid lifters and a hot cam grind. Light, hollow lifters were mated to Holman and Moody's own pushrods. The adjustable Gotha rockers were fitted with stubby individual half



(From left) 1. Heli-arc'd aluminum vents alongside window allow quick refueling. Taped steel straps serve to keep rear windshield from popping out. 2. Battery was moved to rear traction. Note larger-than-stock bolt circle on wheel plus bigger lug holes, double center section. 3. Engine was enlarged to 243 cubes, the class limit. Note cross flow radiator and expansion tank, heavy tubing which stiffens the body.

axles piloted on Ford studs. This allowed motion at the ball socket plus the adjustment feature. Oil to the rocker arms was supplied through the tappets, as in the stock hydraulic system. Unfortunately the oil metering system ran into temporary trouble at Sebring, but this was corrected.

Even the most casual glance at the Challenger body tells of many changes there. The bumpers have gone by the board to be replaced by rolled aluminum pans which not only save weight, but offer a measure of streamlining. An added contribution to streamlining was the masking off of side portions of the grille. Just to make things a little more sneaky, all of the door, hood and trunk panels were replaced with aluminum skin. While the original interior panels and door trim were retained, weight was saved by pulling out all insulation. Hood and trunk counterweights and various other non-essentials also went. Even the door and rear quarter windows were replaced by plexiglass for weight-saving.

Immediately apparent to the discerning eye are a pair of taped steel retainer straps over the rear windshield which keep it from popping out due to inside pressure and outside suction action at high speeds. At first it was thought that the smaller Falcon glass would not need this feature but experience proved otherwise. Pit stops were speeded by widening the rear wheel cut-outs.

The small capacity stock gas tank was replaced by a pair having a 36 gallon capacity to keep fuel stops at a minimum. Since racing does not allow time for gentle pouring of fuel a king-sized filler neck and opening were added—just the thing for upending and dumping in five or 10-gallon jugs. For fuel to come in, air must come out, so a king-sized hose leads from each tank to a neatly heli-arc'd aluminum vent just aft of the rear windshield. A steel partition built in best racing fashion to occupy the space where the rear seats used to be, acts as

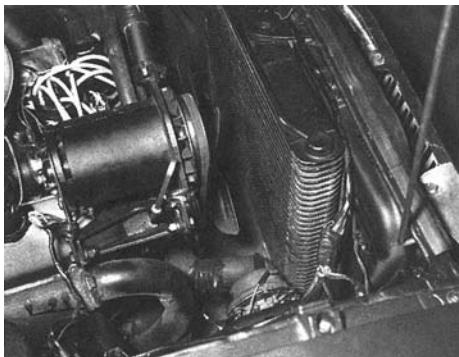
a firewall between tanks and driver. A single fuel gauge is provided, with a flip switch to check the contents of each tank individually.

From a consumer point of view sound insulation is of prime consideration. And every effort is made to insulate the cowl and floor pan sections from the suspension components. In the Challenger, on the other hand, the main factors are strength and body stiffness for maintenance of perfect alignment of all suspension components under extreme race conditions. Arches formed by the roll

bar network were welded to the rails in the floor pan and the spring towers at the front were capped with a double thickness of metal. A set of stays made of square tubing extends from the top of the spring towers to a square tubing reinforcement welded the full width of the cowl tying front end rigidly to the already stiffened body.

A completely revamped front suspension was fastened on this rigid base. Spindles are from a '57 Lincoln harking back to the days of the Mexican

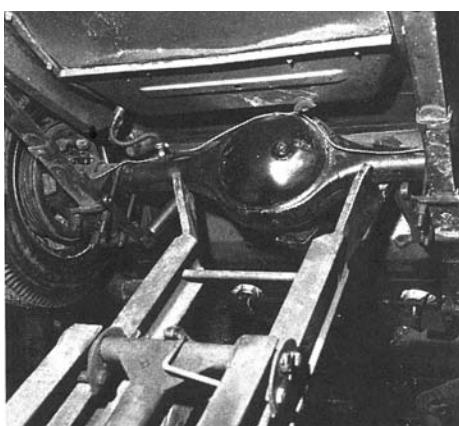
—Continued on page 18



Manifolds were inverted to gain improved gas flow, calling for rerouting of exhaust through the front and to one side. This also allowed clearance of clutch and steering gear.



Body rails top fish plating. Special crossmember supports rear of transmission. Three-inch driveshaft relays power to cut-down '60 Ford rear. Note size of exhaust pipes.



Extra leaves at fronts of rear springs provide ample windup stiffness. Rear axle vent hose leads to shield made from quart can. Ceramic linings were put on Ford brakes.



Set of Holman and Moody safety hubs change Ford axle to full-floating type. Ring nut over threaded end of axle housing retains wheel and hub in the event of axle breakage.

Road Race: The upper control arms were reinforced and mated to the Lincoln ball joints. Heavy duty steering linkage is based on '62 Ford High Performance parts, with shortened tie rods and a quickened ratio. The rear suspension is also a complete changeover, beginning with a converted '62 Ford High Performance rear axle housing that was narrowed down to accept two "short side" '57 Ford axles. At the ends of the housing full floating Holman Moody safety hubs have been fitted. Thus, the axle does not carry any of the wheel weight, and in the event of axle breakage the car still remains controllable. Each rear hub rides on a pair of tapered roller bearings anchored by a nut screwed directly to the axle housing.

Four 7.10 to .30 x 15 tires are mounted on wide, reinforced wheels of Holman and Moody manufacture. Wheels and hubs have the larger bolt pattern and heavier studs used in Ford stock car racing. Springs are heavier front and rear, and Gabriel Adjustomatics are fitted all around. To reduce rear spring windup without resorting to extra arms or linkages, leaves have been added along the front parts of the springs from

the eyes to the rear axle. The spring eyes were formed by pairs of main leaves to reduce the possibility of breakage. A race is won on braking just as much as on performance. Here, big '62 Ford High Performance brakes with three-inch wide, 11-inch drums at the front and 2½ inches at the rear meet the challenge. Cerametallic linings are used all around. Since the Falcon Challenger weighs a good 1,000 pounds less than the big cars, the margin of brake safety is that much greater. The brakes also benefit from sizeable offset at the front and rear wheels, exposing the drums to a cooling air stream instead of pocketing them within the wheels. This brought the front tread to 57 inches, two inches greater than stock. Rear tread decreased from 54 1/2 inches to 53, in spite of the offset wheels due to the narrowed housing.

The interior of the car departs a little from the stark, functional look of racing machinery. It has the original Falcon Futura bucket seats and door trim. Even the dash is somewhat unchanged. There have been some additions, however. A Sun Tach fits right in front of the driver on the steering column. Additional

gauges, framed in an aluminum box, include water and oil temperature plus the gauge with a flip switch for checking right and left fuel tanks. A separate bracket carries a direct reading oil pressure gauge.

The bucket seat on the driver's side was deepened by a pair of "S" shaped pipes of the same size as the roll bars. These were covered with a thick layer of foam rubber and double as "sissy bars" plus retainers for the seat backs. The shift lever was yanked out of the post and replaced by a floor shift. A big metal pad over the accelerator pedal proved handy for quick heel-and-toe work during downshifts.

There is no end to the amount of work that can be performed on a conventional passenger car in transforming it into a full scale racing machine, but it becomes nothing short of a miracle when this much is accomplished in three short weeks before a tough race, producing a finisher that goes strong and handles with the best. Holman and Moody's accomplishments have shed new light on what can be done with a Falcon/ apart from leaving their imprint on the international racing scene.

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How To: Determine the Rear Axle Ratio

The rear axle ratio of your car is instrumental in determining which transmission gear set is best suited for your car. It is also important to know the ratio as well as tire size to determine which speedometer gear you need so your speedometer reads accurately. By following these directions, you can determine what the axle ratio is in your car.



Determining a Rear Axle Ratio of a Posi Rear

1. Safety first! Chock the front tires so your car won't slide off the jack stands then raise the rear of the car with a hydraulic floor jack and place heavy duty jack stands on either side of the rear axle housing. Lower the car onto the jack stands.
2. Turn the driver's side tire a quarter turn counterclockwise to remove the slack in the drivetrain.
3. With a piece of chalk or masking (painters) tape make about a 6" line along the driveshaft that can be easily seen from the side of the car and make another mark on the tire. It's good to make this mark in a place that is easy to line up, like the edge of the wheel well or the 12 o'clock position.
4. Rotate the tire counterclockwise while counting the number of times the driveshaft rotates until the tire has completed one complete turn. (You may need a helper if you can't rotate the tire and see the driveshaft at the same time.) Be as accurate as possible.
5. The number of driveshaft rotations will help you determine your rear axle ratio. For example, if it turned three and a half times, it's a 3.50:1 ratio. If it turned 4 and a quarter times, it's a 4.25:1 ratio.
6. Remove the tape/marks from the driveshaft and tire, raise the rear tires again and remove the jack stands before lowering your car back to the ground. Remove the chocks from the front tires.

Determining a Rear Axle Ratio of a Non-Posi Rear

1. Jack one wheel off the ground, put the transmission in neutral and take the parking break off.
Be sure to use jack stands under the axle for safety precaution
2. Mark the wheel and the drive shaft with chalk or masking tape.
3. Turn the wheel TWO revolutions and count the number of driveshaft turns.
4. The number of driveshaft rotations will help you determine your rear axle ratio. For example, if it turned three and a half times, it's a 3.50:1 ratio. If it turned four and a quarter times, it's a 4.25:1 ratio.
5. For better accuracy, turn the wheel 20 times and divide by two for your rear axle ratio.

If you are unsure whether you have a Posi Rear or not

Jack both wheels off the ground and turn one wheel.

- If the opposite wheel turns the same direction or doesn't turn at all, then the rear axle is posi or limited slip.
- If the opposite wheel turns the opposite direction, then it's probably an open rear axle (non-posi).

—<https://shiftsst.com/articles/how-to-determine-the-rear-axle-ratio/>

Submitted by Bruce Wolfe,
FCA Head Tech Advisor



**But Officer,
The sign instructed me
to do a BURN OUT!
(Definitely a Posi)**

Generators/Alternators/

Many Falcon owners know 1960 to 1964 Falcons had generators, the switch to alternators began in 1965. As the automobile was evolving in the 1960's more modern conveniences were becoming standard equipment and many of those conveniences consumed electrical energy. Generators capable of producing more energy needed to be heavier and larger. Lighter weight alternators became the solution. Alternators produced more amps, weigh less and are cheaper to manufacture.

The original Ford generator produced around 25 amps (375 watts) at 1420 engine RPM. The original 1965 Ford alternator was 38 amps (570 watts) or 42 amps (630 watts). For those 1960-64 Falcon owners that desire an original Falcon, a well-maintained generator works as well today as when the Falcon was first manufactured. For those Falcon owners that are modifying their Falcon with "modern energy consuming conveniences," an alternator starts to become a logical upgrade. As demand is placed upon a generator or alternator, they work harder. The harder they work, the sooner they wear out.

What is a One-Wire Alternator?

A one-wire alternator has the regulator built-in, hence only one wire is needed (sometimes referred to as a self-regulating alternator). Miniaturization of electronic components allows the regulator to fit inside (or on) the alternator case. Fewer parts equals cheaper manufacturing costs.

It should be noted that there may be a need for a second wire when installing a one-wire alternator. This second wire connects the alternator to the dash board gen/alt warning lamp. Without this

wire, some alternators will not energize. The resistance of the light bulb when the engine is first started sends an energy pulse that signals the alternator to start working.

A miniature regulator is available that will convert a first-generation Ford alternator to a one-wire alternator. More modern Ford alternators have built in regulators.

When it comes to alternator conversions and upgrades there are a lot of options available.

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Regulators and Upgrades

By Dick Harrington

What is the Function of the Regulator?

The regulator is used to control the output of the generator or alternator (gen/alt). The regulators function was to signal the gen/alt when energy was needed / not needed. If the battery was low or heavy demand for energy (hi-beams) the regulator told the gen/alt to make more energy. If energy demand was low, the regulator told the gen/alt to make less energy. An original Falcon did not use much energy once the battery was recharged, after starting the engine.

In summation, the regulator monitored the energy use and battery charge and controlled the output of the gen/alt.

Charging Options:

When it comes to alternator conversions and upgrades there are a lot of options available:

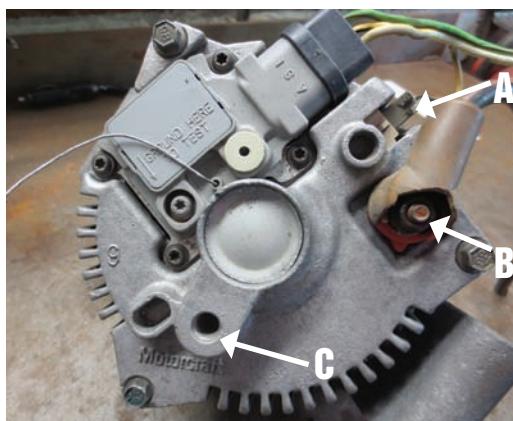
- First-generation Ford alternator (1G)
- GM one-wire alternator
- aftermarket alternator
- Powergen (alternator inside a generator case)
- Third-generation Ford alternator (3G)
- Sixth-generation Ford alternator (6G)

Note: 2G Ford alternators tended to catch fire because of chaffing at the wiring plug. So, they are not recommended as an upgrade choice.

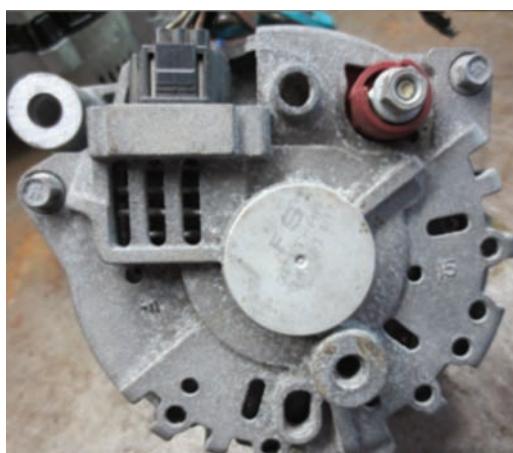
The required bracketry to convert from a generator to an alternator is readily available thanks to the switch, from generators to alternators, happening midway through Falcon production. Fortunately,



First generation Ford alternator (1G) used from 1965 through the early 1980s. 35-65 amps, requires a regulator.



Third Generation Ford alternator (3G) used from early 1990s through early 2000s. 85 or 135 amps, built in regulator. A = Stator, B = Bat terminal, C = ground wire location



Sixth generation Ford alternator (6G) used from 1999 on up. 130 amps plus, built in regulator, requires lathe work to fit v-belt pulley.

Ford also has continued to use the 1G alternator mounting configuration (7" o.c. spacing) on later model alternators.

My Choice

If the desire to upgrade to a modern hi-output alternator the simplest conversion is using a Ford 3G. The 3G is the preferred alternator as the V-belt pulley on the original generator or alternator is a simple swap. Any good automotive parts store can provide all the parts necessary for this upgrade. If you want to go the cheap route head off to the local u-pull-it (\$20.00 + \$5.00 core local cost). The Ford 3G comes in two sizes and amp ratings, 95 (small case) and 130 (large case). Either should offer more than enough amperage for your needs. If going to a u-pull-it, be sure to get the wiring harness with the alternator. Peel back the wire harness tape and get as much of the harness as possible. Ford began use of 3G alternators around 1994. They were used in many Ford cars and trucks (1995 3.8L Taurus as an example). There were at least three different mounting cases so you need to get the case with 7" mounting centers. The Ford part number for the 3G, 130 amps, 7" mounting centers is F6UU-10300-FA. A 3G-95-amp alternator delivers 64 amps at 900 RPM, a 3G-130-amp alternator delivers 81 amps at 900 RPM. A 1G-60-amp alternator delivers 15 amps at 900 RPM. You will notice no dimming of the headlights at stop lights with a 3G.

—Continued on page 24

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—Continued from page 11

Used: (three) Sprint tachs, tested and working \$195–495 each. Good 1960 grille with a scratch, \$155; (two) 1961 grilles, \$150 and \$225. 1963 headlight doors, \$50–\$95 a pair; 1962 grille in good shape, \$395; nice headlight doors, with shelf wear, \$95 ea. Re-chromed interior windshield trim for hardtops and convertibles: three piece set, \$250–\$450 exchange. Good used hardtop windshield trim, \$175, driver quality; 1964–65 six cylinder power steering system: stored outside and will need work; VERY RARE; \$495 as is. Convertible bucket seats with correct seat tracks/risers, in need of total restoration: very nice blue, \$800. 1966–67 power steering system: steering box with straight through shaft, complete lower linkage, no pump/pulleys/brackets, \$495 as is; may fit 1968–70 as well. Two Narrow Pattern Toploader four speeds; one for a 1964½ Mustang; can work in a Falcon but needs the Falcon tailshaft housing, this trans is rebuilt \$995. One Narrow pattern toploader with both Mustang/Falcon patterns, has a chipped second gear, but turns freely, with a factory shifter, \$495. Single chrome Ranchero trim set, \$595, no gas cap, but they are reproduced now. 1962–65 trunk locks, good used with serviced locks and new keys, \$95–\$195. All prices are plus shipping. We have a 30+ year collection of Falcon and Comet parts, please call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964, or visit us at www.kelloggsgarage.com CO. 180723

ALL N.O.S. C0DZ-3047-A, upper control arm shaft kit, \$65. C0DZ-3350-B, steering arm and bushing, \$95. C0DZ-3049-A, upper ball joint spindle support, \$65. C0DR-7A039-B, trans. ext. assy., \$75. C0DZ-2128-A, wheel cylinder repair kit, \$5. C0DF-13304-A, turn signal plate, \$30. C0DZ-1126-B, rear brake drum, \$130. C0DF-13206-B, front park/turn signal lamp housings, \$200 for the pair. C0DF-5630-C parklamp lens \$24. C0DZ-3A130-A outer tie rod, \$35. C0DZ-3352-B steering arm and bushing, \$75. C0DF-11654-C headlamp switch, \$90. C0DZ-7210-B shift selector lever, \$55. C0DZ-9A586-A and B carb rebuild kits, \$60 each. C0DD-5A283-F, exhaust hanger, \$50. C0DF-12370-A, Autolite vacuum control, \$36. C0DZ-9155-A, Autolite FG-4 gas filter, \$15. Much more. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 180705

Original 1963 Sprint chrome air cleaner, has rust on chrome, \$135. NOS right side rocker panel for all 1964–65 Falcons. This panel includes all inside bracing, not just outside sheet metal, \$250. 1963 V8 exhaust manifolds, \$150 pr. Dagenham four speed for six cylinder, complete with bellhousing and shifter, missing one shift rod, \$400. Falcon 2100 carbs for rebuild, \$60

each. Other parts. All prices plus shipping. Will be at Regional Falcon meet August 17–18 in Warwick, RI. John Simone, 413-336-5307, Easthampton, MA. 180825

Don Branson's 35 year collection of good used parts for 1960–69. Hoods, \$75; doors \$75; grilles, \$150–800; headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome, seats, consoles, wheels, aluminum wheels, hubcaps, etc. Will sell the entire lot of parts or a piece at a time. Parts from over 50 cars. JL Branson, 4097 Hwy T, Marthasville, MO 63357. Phone 636-228-4501, forwards to cell 636-357-8522, or email jlwbranson@mail.win.org 180825

PARTS WANTED

1963 Falcon Delux two door wagon parts. They must be in excellent condition, either NOS or used: front and rear bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and/or manual tailgate window parts, tailgate springs hinges, etc. Keith Litteken, 11394 Revere Ln, St. Louis MO 63128-1416. 314-480-2556 or kslitteken@aol.com 180705

Need only rear wheel mouldings and door edge guard mouldings for a 1966 Falcon coupe. Elvis Sugar, 216-233-6600, Elvissugar@hotmail.com. 180703

Need the attaching clips, 10 will do nicely, for the 1963 Falcon dash pad stainless. These attaching clips slid into the narrow stainless trim that holds down the padded dash to the dashboard. Have photos if needed. The clips are 5/16" x 1/2" (head of clip) x 3/4" long. Note: The attaching clips from the 1964–65 Falcons are similar but will not work on the '63s as they are too big. Steve Brown, Roseburg, OR, 541-440-2697 or theobrowns@charter.net 180617

MISCELLANEOUS FOR SALE

Shop Manuals by Ford: '60–'63, \$34.95; '64–'68, \$49.95 ea. '69–'70, \$59.95 ea. '63 Owners Manual, \$14.95. Part Interchange Manual, '60–'65 or '63–'70, \$39.95 ea. Falcon 140 page Road Test book, '60–'70, \$19.95. Hardcover Falcon history book, \$39.95. Alex Voss, 4850 37th Ave. So., Seattle, WA 98118, 206-721-3077, Alex@books4cars.com. 180809

WHERE IS MY AD?

Please resubmit your classified ad each month that you would like it to run.

Generators/Alternators/Regulators and Upgrades

—Continued from page 21

Conversion to a One-Wire Alternator

1. Disconnect the battery.
2. Remove the generator/alternator (and the bracketry for 1960–64 Falcons).
3. The 3G alternator comes with a serpentine pulley, remove it and use a v-belt pulley from a 1G alternator. You may need an impact gun to get the pulley nut off.
4. For 1965 and up Falcons, simply swap the alternators.

For 1960–64 Falcons: A mounting bracket set, a 5 1/2" x 7/16" bolt, and a spacer (approximately 1 7/8") will also be required. The 7/16" bolt will slide into the mounting bracket, through the alternator and spacer and into the cylinder head.

5. Use a straight edge to be certain the pulleys align, use washers between the spacer and the alternator to adjust the spacing.

Note: Some early 1963/1964 V8 water pumps do not have an extended boss for the upper bracket and a spacer will be required.

Wiring the 3G Alternator

1. The "Bat" terminal on the alternator will attach to the battery side of the solenoid. This wire should include an in-line 60-amp fuse.* Wire gauge should be six-gauge or larger.

**A larger fuse will protect the alternator but not your old Falcon wiring.*

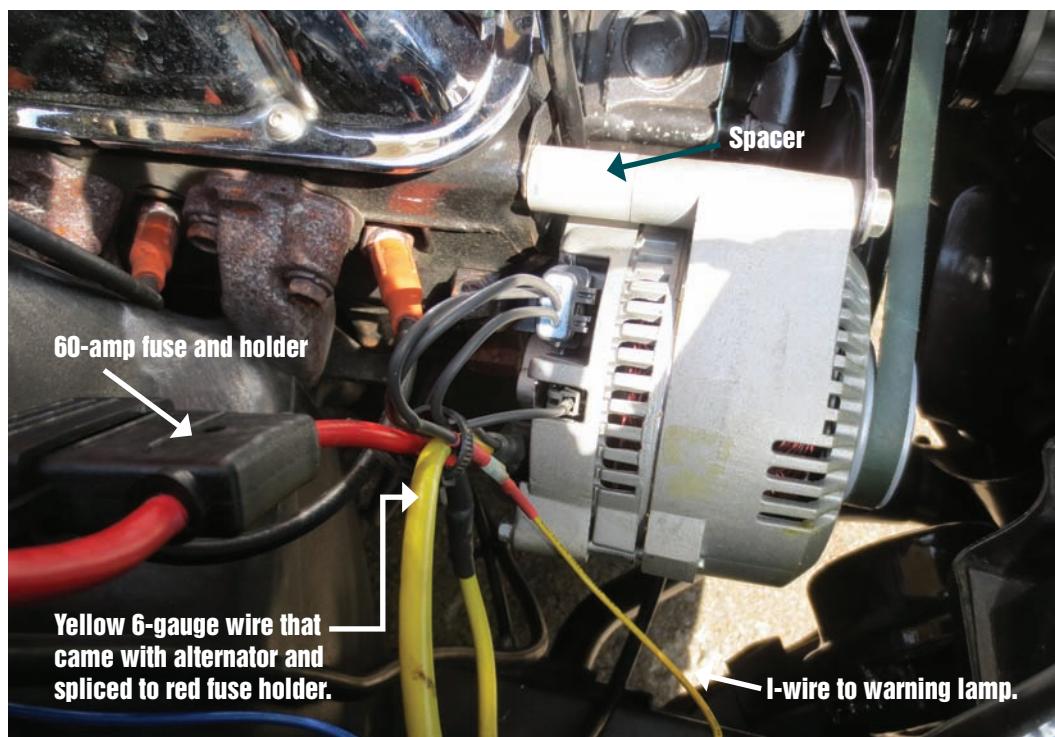
Why put in a fuse? If you don't and your alternator shorts you will have an engine compartment fire. When the alternator shorts, it will drain the battery through the output wires (melt down). **THE FUSE IS MANDATORY.**

2. A six-gauge or larger (match the bat wire) ground wire attaches to the back side of the alternator and runs directly to the chassis.

Note: It is better to error with too much ground than not enough.

3. The 3G alternator has a three-wire plug:
 - a. The wire identified as 'S' plugs into the alternator via the stator plug (gray connector).
 - b. The wire identified as 'A' will attach to the "Bat" lug on the alternator.
 - c. The wire identified as 'I' will connect to the original Falcon wiring harness that leads to the warning lamp. Note: if your instrument cluster does not have a charging lamp indicator bulb, (gauges instead of idiot lights) you will need a substitute lamp or a 560-ohm resistor. The bulb/resistor can run from the solenoid ignition switch lug (brown wire) to the 'I' wire.

Why put in a fuse? If you don't and your alternator shorts you will have an engine compartment fire. When the alternator shorts, it will drain the battery through the output wires (melt down). **THE FUSE IS MANDATORY.**



Wiring to Bi-Pass the Regulator

1. Generator to regulator:
 - a. Remove the 16-gauge black with red wire
 - b. Remove the 16-gauge black with white wire
 - c. Remove the 12-gauge yellow with black wire
2. Solenoid to regulator:
 - a. Attach 16-gauge yellow with black to 'I' wire on alternator plug
 - b. 12-gauge black (or black with yellow) stays
3. Regulator to under dash:
 - a. 16-gauge yellow with black attaches to 'I' wire on alternator plug
 - b. 12-gauge black with yellow attaches to 10-gauge yellow with black (may already be attached to each other at the regulator)

Testing 1-2-3

Before starting the engine, check to be sure that all loose wires are safely tucked away and will not be gobbled up by any moving engine parts. If the unused original regulator wiring was not removed, tape off the bare ends.

Once the engine is started use a multimeter to check the voltage. A reading of around 14.5 volts (dc) when the multimeter is connected to the 'Bat' lug on

the alternator to the positive terminal of the battery. With the engine turned off, the voltage should return to battery voltage (12 to 12.5 volts).

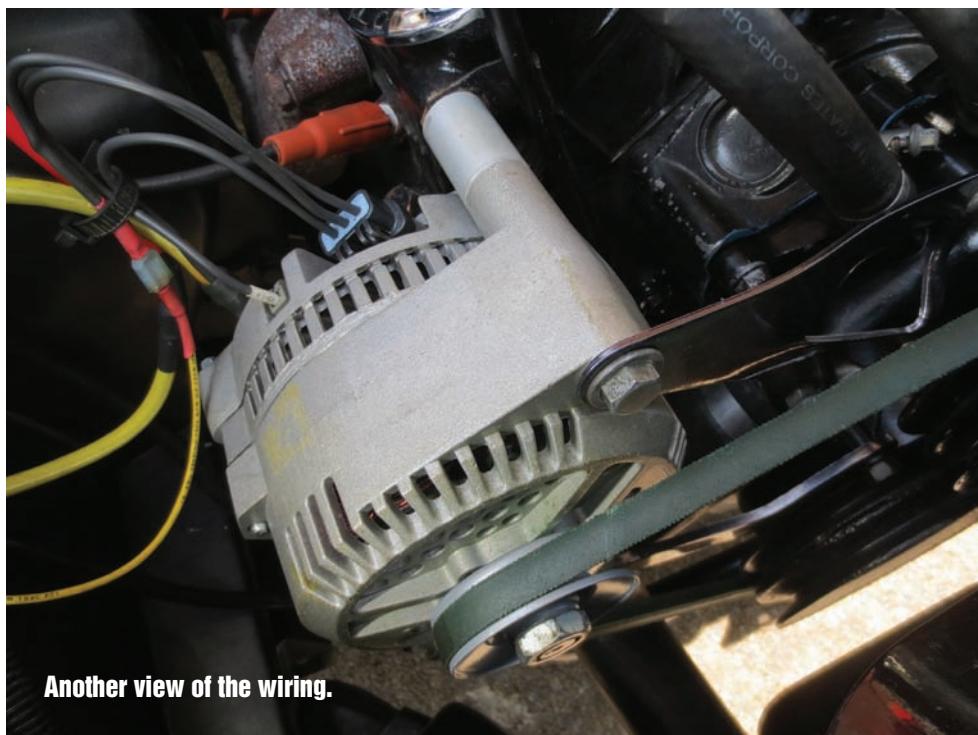
Note: If the voltage with the engine running is more than 14.7 volts re-check the grounds.

One other nice feature is if you have a failure on the road, the 3G alternator is readily available at most parts stores.

—Dick Harrington (FCA #12563)
Delhi, New York

**Visit Falconclub.com
for FCA events and access
to technical articles.**

**Use password imFCAwi! to
access technical articles.**



CHAPTERS BY REGION

Pacific Region

Regional Director Monte Brachmann
923 SE 73rd Ave., Vancouver, WA 98664
360-326-3035

CENTRAL CALIFORNIA FALCONS CHAPTER
BAKERSFIELD, CALIFORNIA
Marcia Simpson
5304 Southshore Drive
Bakersfield, CA 93312
661-619-0677 / 661-587-8539
Meet first Tuesday of the month. Call for location.

COLUMBIA RIVER CHAPTER
Allen Shade
157 Aiki Road, Woodland, WA 98674
360-225-7403
Meet first Thursday monthly, 7:30 PM, Mar–Nov,
Benny's Rod & Custom Pizza Café,
4219 NE St. Johns Rd., Vancouver, WA

GOLDEN GATE CHAPTER
BAY AREA, CALIFORNIA
Bob Snider, 510-278-0519
636 Via Pacheco
San Lorenzo, CA 94580
Meet second Saturday odd months

MONTEREY BAY CHAPTER
MONTEREY BAY, CALIFORNIA
Taj Dufour
120 Via Vinca, Santa Cruz, CA 98060
831-438-8268
See montereybayfalconclub.com for
meeting info.

RAINIER FALCONS CHAPTER
SEATTLE, WASHINGTON
Roger Moore
126 143rd St. SE, Lynnwood, WA 98087
206-290-3093
luva65falconwagon@frontier.com
Meetings third Wednesday, bimonthly Jan–Nov.
See rainierfalcon.com for more info.

RIVER CITY FALCONS CHAPTER
SACRAMENTO, CALIFORNIA
John Roman
910 Cottonwood Street
Woodland, CA 95695
530-383-4734
Meet second Saturday monthly, 12:00 PM
Round Table Pizza, 1566 Howe Ave., Sacramento

**SONOMA COUNTY FALCONS
FOR FUN CHAPTER**
SANTA ROSA, CALIFORNIA
Greg Allen
1515 Maria Place
Rohnert Park, CA 94928
707-478-6324
Meet first Thursday monthly

SOUTHERN CALIFORNIA CHAPTER

Patrick Hall
6331 Marsha Avenue
Simi Valley, CA 93063
805-583-4403
Meet second Sunday even numbered months, Hill Street
Cafe, 3301 N. Glenoaks Blvd., Burbank, CA 91504

North Central Region

Regional Director Jack Ellis
17860 168th St., Basehor, KS 66007
816-806-1806

BEEF STATE CHAPTER
Rodney Gerdes
807 Elmhurst Dr., Papillion, NE 68046
402-306-2507
Contact rgerdes4@cox.net for details

GATEWAY CHAPTER
ST. LOUIS, MISSOURI
Rich Albert
1805 Main Drive, High Ridge, MO 63049
636-677-4670
Meet fourth Sunday monthly

LAKE MICHIGAN CHAPTER
Tom Washburn
16675 Orchard Valley Dr., Gurnee, IL 60031
847-244-4821
Meeting TBA

RAPTOR CHAPTER
Charles T. Mans
P. O. Box One, Princeton, IL 61356
815-200-6948
Meeting TBA

MID AMERICA CHAPTER, KANSAS CITY
Jim Boyer
jlbmac357@gmail.com
816-806-5102
Meet first Thursday monthly, 816-288-7649

WHEAT STATE CHAPTER, WICHITA, KANSAS
Christopher Slifko
15123 E. 60th, Derby, KS 67037
316-640-0495
Meet second Saturday, even months

METRO DETROIT FALCON CLUB CHAPTER
Gordon Leslie
12300 Churchill Ave., Southgate, MI 49195
734-225-1067
Meet first Sunday bi-monthly, Southgate Holiday Inn,
17201 Northline Road, Southgate, MI 48195

GREATER OZARKS CHAPTER
SPRINGFIELD, MISSOURI
Currently Inactive; for Club information, contact
Regional Director Jack Ellis, 816-806-1806

South Western Region

Regional Director Todd Gaudin
19611 E. Paloma Lago Ct.
Cypress, Texas 77433
281-467-4607; toddgaudin@yahoo.com

ALAMO CHAPTER, SAN ANTONIO, TEXAS
Kevin and Georgia Hicks
325 Sollock, Devine, Texas 78016
830-708-9293
georgia.hicks@sbcglobal.net
Meet second Sunday monthly
Pig Stand, 1508 Bdwy., San Antonio, TX

CAPITAL CITY CHAPTER, AUSTIN, TEXAS
Gary Brubaker
9200 Bradner Drive, Austin, TX 78748
512-289-5153
Meet third Saturday monthly; time and location
vary. Contact garybrubaker@hotmail.com or
call for details.

HEART OF TEXAS CHAPTER
DALLAS/FORT WORTH
Ryan Murphy, 940-300-3788
ryan_murphy_1981@yahoo.com
307 W. Locust, Whitewright, TX 75491
Meet second Saturdays of even months only.

LONESTAR CHAPTER, TEXAS
Mickey Rosewell
112 Denman, Mt. Pleasant, TX 75455
903-572-9593
Meet third Sunday monthly. Call for information.

NORTHEAST TEXAS CHAPTER
Currently Inactive; for Club information, contact
Regional Director Todd Gaudin
281-467-4607; toddgaudin@yahoo.com

SOONER STATE CHAPTER
OKLAHOMA CITY, OK
Jordan Mixon
jordanmixon@hotmail.com
Meet third Saturday monthly. Call for information.

SPACE CITY CHAPTER, HOUSTON, TEXAS
Danny Naramore
247 Blackwater Lane, Houston, TX 77015
713-703-5110
Meet second Saturday monthly. Prince's Drive-in,
6:00 PM, 11460 Fuqua at I-45 (Gulf Freeway).

THIRD COAST CHAPTER
HOUSTON, TEXAS
Todd Gaudin
19611 E. Paloma Lago Ct.
Cypress, TX 77433
281-467-4607
Meet third Saturday of even months; Valley Ranch
BBQ, 22548 SH 249 at Spring Cypress, 5:30 PM.
Check website or call to verify.

Mountain Region

Regional Director Kent Whisenand Jr.
7190 W 24th Place, Lakewood, CO 80214
720-480-4910; kw65falcon@gmail.com

ARIZONA CHAPTER, PHOENIX

Greg Lyons
8845 Silver Spur
Flagstaff, AZ 85014
928-527-1056

Meet second Saturday except June, July, August;
Berge Ford, 460 E. Auto Center Dr., Mesa, AZ

MILE-HI CHAPTER

Jim diZerega
1221 Rue Court,
Ft. Collins, CO 80526
970-266-0888

Meet third Friday monthly, 303-857-9360

WILD WEST FALCONS CHAPTER

Ted Boothroyd
2247 Perona Ct.,
Grand Junction, CO 81503
970-314-2498

Meet quarterly. Call for details.

South Central Region

Regional Director Mike Sigler
14475 S Big Hill Rd., Gulfport, MS
228-596-9160

FOUNDERS CHAPTER, CABOT, ARKANSAS

Sandy Meir
131 Ballard Road, Cabot, AR 72023
501-628-2898

Meet second Saturday monthly; 501-605-1370

SOUTHERN COAST FALCONS CHAPTER PENSACOLA, FLORIDA

Lou Kosa
1 Pinetree Dr., Gulfbreeze, FL 32610
850-293-1131

Meetings TBA

GULF STATES CHAPTER GULFPORT, MISSISSIPPI

Mike Sigler
14475 S. Big Hill Road
Gulfport, MS 39503
228-596-9160

Meeting info posted on Facebook page.

MUSIC CITY CHAPTER, TENNESSEE

Bruce Stewart
175 Horntown Road, Gallatin, TN 37066
615-452-0321

Meet monthly. Call for dates and location.

BLUEGRASS CHAPTER LOUISVILLE, KENTUCKY

Currently Inactive; for Club information, contact
Regional Director Mike Sigler, 228-596-9160

FRONTIER CHAPTER
PARIS, ARKANSAS
Ben Norris, 1000 1st St.,
Bonanza, AR 72916 • 479-639-6735
Meetings TBA

BON TEMPS CHAPTER, LOUISIANA
Cary Loupe
18661 Magnolia Estates
Prairieville, LA 70769 • 225-445-4488

North Eastern Region

Regional Director John Howard
3955 Tolbert Rd., Trenton, OH 45067
513-312-8799

ERIE CANAL CHAPTER
AURORA, NEW YORK
Mike Barren
1310 E. Blood Rd., Cowlesville, NY 14037

Meetings TBA

HOOSIER CHAPTER
GREENWOOD, INDIANA
Dan and Jan Brancolini
2112 Wood Stream Dr., Avon, IN 46123
317-374-3580

Meet first Sunday monthly; Edwards Drive-In,
2126 S. Sherman Dr., Indianapolis, 317-418-8301

KEYSTONE CHAPTER
CARLISLE, PENNSYLVANIA
Jeff Wied, 2593 Hill Rd.
Green Lane, PA 18054 • 215-234-8833

Meetings TBA

NORTHEAST CHAPTER
RI, CT, MA, VT, NH, ME
Rick Bowes, 245 S. Main St.
Coventry, RI 02816 • 401-823-1059

Meet third Saturday monthly; check website for
location and time.

OHIO VALLEY CHAPTER
TRENTON, OHIO
John Howard, 3955 Tolbert Rd.
Trenton, OH 45067 • 513-312-8799

Meetings TBA

ONTARIO CHAPTER, ONTARIO, CANADA
Al Ingli, 44 Farnsworth Dr.
Toronto, Ontario, Canada M9N 227
1-416-580-8234

Meetings TBA

THE WESTERN PENNSYLVANIA CHAPTER
PITTSBURGH, PENNSYLVANIA
Bob Smith
421 Shelbourne Dr.
Pittsburgh, PA 15239 • 905-335-2834

Meetings TBA

South Eastern Region

Regional Director Dave Wagner
7111 Wolflever Landing Dr., Harrison, TN
423-243-3525; 65Sprint@baldwinpines.com

CAROLINAS CHAPTER, NORTH CAROLINA
Tony Honeycutt
200 Suburban Ave NE, Concord NC 28025
704-453-0699; Exeasy_98@yahoo.co
Meet monthly. Call for dates and locations.
Call 704-792-2122 or 980-621-1787.

MASON DIXON CHAPTER
CAMDEN, DELAWARE
Patrick Varricchio
4 Kilkea Ct., Nottingham, MD 21236
410-256-2834; steeler306@comcast.net
Meetings TBA

SOUTHEAST CHAPTER, GEORGIA
Bobby Chester
706-867-9475
2617 Camp Wahsegah Rd.
Dawsonville, GA 30053
twospints@gmail.com
Meet first Sunday bi-monthly; call for details.

SUNCOAST CHAPTER, FLORIDA
Bill Shira, 433 Sandestin Dr.,
Winter Haven, FL 33884-1318
863-206-1990; shirawd@aol.com
Meet monthly. Call for details.

STAR CITY CHAPTER, VIRGINIA
Lynn Wilkerson
237 Foxfire, Cloverdale, VA 24077
540-793-4442; vvwilkerson888@aol.com
Meetings TBA

TENNESSEE VALLEY FALCONS CHAPTER
David Wagner
423-243-3525
7111 Wolflever Landing Dr
Harrison, TN 37341
65Sprint@Baldwinpines.com
Meet monthly April-November; call for details

VIRGINIA FALCONS CHAPTER
MIDLOTHIAN, VIRGINIA
Terry Critser
1212 Outspring Road
Chesapeake, VA 23322
757-646-3222; 62bluefalcon@cox.net
Meet second Sunday of March, June, September,
December. See website for locations.



Kansas Centennial Falcon

Do any of our readers have information on the manufacture or sale of Kansas Centennial Falcons?

This car is owned by Jeff Madden. If you have knowledge of these cars or these markings, please contact Jeff at 618-302-0115.



Fords, Mercs, and Falcons at Round Rock — 2018 Texas Regional (More at capitalcityfalcons.com)



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'65 Falcon Ranchero / Dick Gunn



'65 Falcon Futura Convertible / Jeff Shira



'65 Falcon 2-Door Wagon / Curtis Stuart



'64 Comet Caliente Conv/Fredrick Gregory



'70.5 Falcon Station Wagon / Alan Cohnen



'65 Falcon Futura Hardtop / Glen Moyer



'65 Falcon Futura 4-Door / Eric Frisenda



'64 Falcon Sprint Hardtop / Robbie Sutton



'68 Falcon Sport Coupe / Barrie Fisher



'65 Falcon Squire Wagon / Papa Philpot



'65 Comet Caliente HT / Malcolm Mills



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'63.5 Falcon Futura HT / Nick King



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yahoo.com.](mailto:fca.editor@yahoo.com)

FROM
THE
EDITOR

Do you and your Falcon have a story to tell? Do you have a cover-worthy photo of your Falcon? The rest of the Falcon family would love to see it read about it. Cover photos need to be high resolution digital photo, 300 dpi and 8x10 inches. Do you have any old Falcon articles,

related clippings, or old family photos of a Falcon and your family you could share with our readers? Send your photos or articles to the Editor by email or mail us a CD or DVD to the addresses at the bottom of the page. If you have questions, send them to me in an email.

Next year's Nationals will be our 40th Anniversary National Meet. Do you remember what was happening 40 years ago?

The average cost of a new house was \$54,800.

The Dallas Cowboys defeated the Denver Broncos in Super Bowl XII.

Bjorn Borg defeated Jimmy Connors to win Wimbledon.

Affirmed won the Kentucky Derby.

An eight-track player would set you back \$169. On it you could listen to *Night Fever* by The Bee Gees, the top song of 1978.

The year-end close of the Dow Jones Industrial Average was 805.

Jim Jones told 900 members of his church, "People's Temple," to commit suicide in Guyana.

The Susan B. Anthony Dollar was minted.

The first Cellular Mobile Phone was introduced in Illinois.

1978 was a great movie year with blockbusters like *Grease*, *Saturday Night Fever* and *Close Encounters of the Third Kind* topping the box offices.

President Jimmy Carter declared a state emergency and evacuation following the revelation that the Niagara Falls, New York neighborhood Love Canal was built on a toxic waste dump.

Kurt Busch, Kobe Bryant, Katherine Heigl, and John Legend were born.

Fantasy Island, *Dallas*, *Mork and Mindy*, *Taxi*, and *The White Shadow* all made their TV debuts in 1978.

HOW TO ADVERTISE IN



GENERAL CLASSIFIED ADVERTISING INFORMATION

When submitting your ad, include your name, location and FCA number. Please try to limit your ad to 50 words. Ads may be edited.

Ads will run for minimum of two months. After initial placement, ads must be resubmitted monthly. No phone calls or faxes are accepted for ads. Ads must be received by the 20th of the month, two months before publication month (For example, May 20 is the deadline for the July issue).

FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad.

AD CONTENT

Please include the following for FALCONS FOR SALE ads:

Vehicle description: year, model, body type, paint color, engine type, transmission, condition, special options, mileage and what may be unique about your vehicle.

Asking price: Examples: \$8,500; \$3,600 OBO

Contact information: Your name, email address and / or phone number (913-555-5555) and your two digit state code (Example: Michigan = MI).

For PARTS FOR SALE ads, please include description of item, asking price, and contact information as above.

MEMBER BUSINESS CARD PAGE INFORMATION

Individual rate: \$120 per year; Business rate: \$150 per year. Payable annually. Use your own artwork or we can scan your business card to fit. Ad size is 2.4125 inches x 1.3785 inches. Send artwork to fca.editor@yahoo.com.

PAYMENT FOR ADVERTISING

Checks should be made payable to the Falcon Club of America.

Send ads and photos by email to fca.editor@yahoo.com.

Ads and photos sent by mail and payments may be sent to: Janet Wilkerson, FCA Editor
22806 Bradford Ln. Ct., Blue Springs, MO 64015

Falcon Club of America is not responsible for errors. An error will be corrected in the next issue, as requested. The FCA reserves the right to refuse advertising from any person or business.

INDEX OF ADVERTISERS

A-1 Auto Transport	30	Melvin's Classic Ford Parts, GA	30
Classified Advertising	6	Members' Advertising	30
Dennis Carpenter Reproduction, NC	20	Obsolete Ford, Nashville, GA	23
J.C. Taylor Antique Auto Insurance, PA	11	Obsolete and Classic Auto Parts, OKC	29
Mac's Antique Auto Parts, NY	18	Shine! On Me, CA	30

Falcons at Round Rock — 2018 Texas Regional (More at capitalcityfalcons.com)



'67 Sport Coupe / Michael Alvord



'63 2-Door Wagon / Ron Mixon



'62 Squire Wagon / Emily Guthrie



'65 Futura Hardtop / Jim Clements



'66 Station Wagon / Steve Springer



'64 Futura Hardtop / Ed Pettit



'63 Sprint Convertible / Linda King



'64 Futura Convertible / Jerry Nichols



'63.5 Futura Hardtop / Nick Crompton



'65 Ranchero / Mark Barton



'65 Futura Hardtop / Steve Springer



'64 Sprint Convertible / Larry Judge



'65 Futura Convertible / Derral Hubbard



'65 Futura Convertible / Steve Springer



'65 Sprint Hardtop / Chuck Beason



'64 Ranchero / Troy Dooling



'67 Station Wagon / Liz Alvord



'64 Ranchero / Jim Fowler



'65 Squire Wagon / Todd Gaudin



'63 Futura 4-Door / Rick Neeck



'63 Futura 2-Door / Doug Browning



'64 Futura Hardtop / Kevin Bice



'65 Squire Wagon / Russ Welty



'64 Futura Convertible / Wally Niemann



'64 Futura Hardtop / David Neuses



'61 Ranchero / Allen Heji



'65 2-Door / Jim Priest



'64 Futura Convertible / Wally Tirado